

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Hungary/Yugoslavia	USSR	REPORT	25X1
SUBJECT	Export of Rolling Stock	DATE DISTR.	22 October 1955	25X1
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DATE ACQUIRED		This is UNEVALUATED Information		

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Yugoslavia

- a. Business has considerably increased recently between Hungary and Yugoslavia in connection with rolling stock.
- b. An order has been accepted from Yugoslavia for ten 424-type locomotives.
- c. Negotiations are in progress between the two countries for the supply to Yugoslavia of:
 - (1) About 1,500 two-axled coal cars with 20-ton axle pressure and 29 tons loading capacity;
 - (2) 100 refrigerator cars.
- d. In addition, as a result of the recent demonstration tour of Yugoslavia made by the new Hargita motor train (Ganz manufacture), the Yugoslavs are negotiating for the motors and the driver's coaches to be supplied from the Hungarian works, the remainder of the train is to be manufactured by the Yugoslavs at Brod, with assistance of Hungarian engineer advisers.

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3. USSR

- a. The Győr Railroad Car Factory is manufacturing twenty second-class coaches for the USSR.
- b. The Soviet order for 650 60-ton cars from the Győr Railroad Car Factory is still in progress of negotiation. If carried out, these cars will be

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC			
(Note: Washington distribution indicated by "X"; Field distribution by "#")													

INFORMATION REPORT

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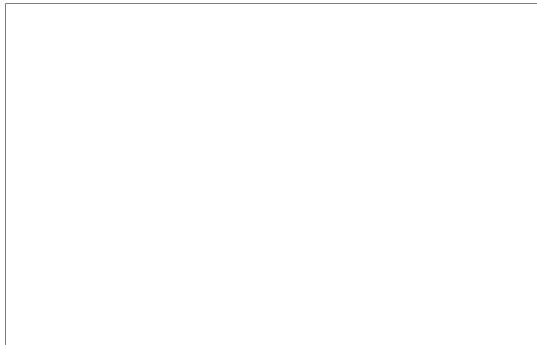
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re-exported by the USSR, although their destination is not known.

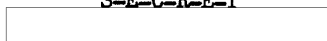
- c. The documentation of the following locomotive types has just been delivered to the Russians, and production is being carried out with the greatest urgency:
 - (1) Electric locomotive, Kando system, with Ward-Leonard coupling;
 - (2) 400 hp. diesel locomotive, which has already been put into service;
 - (3) 600 hp. diesel locomotive, prototype completed;
 - (4) 2,000 hp. diesel locomotive, motor to be completed by the end of 1955.
- d. Mavag has completed 60% of the export plan for locomotives for the USSR. The works director, Gustav Fröschl, an arch-Communist, is freely paying out top bonuses for 100 % efficiency, otherwise he would not achieve the present rate of production.



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